

D | a carcass ply of cords extending between the bead portions through the tread portion and sidewall portions and turned up around the bead core in each bead portion from the axially inside to the outside of the tire to form a pair of turnup portions and a main portion therebetween,

a radially outwardly tapering rubber bead apex disposed between each of the turnup portions and the main portion,

each of the turnup portions extending radially outwardly beyond a radially outer end of the bead apex to form an adjoining part in which carcass cords in the turnup portion adjoin carcass cords in the main portion,

in a meridian section of the tire, the sidewall portion and bead portion on each side of the tire having a profile comprising a first linear portion and a second linear portion each being substantially straight,

said first linear portion extending radially outwards from a point P in substantially parallel to the tire equatorial plane,

said second linear portion extending radially inwards from said point P while inclining axially inwards at an angle of from +15 to +60 degrees with respect to the tire equatorial plane,

a radially outer end of each of the turnup portions being disposed at a radial distance from a point Q which radial distance is in a range of less than 0.5 times a distance (gt) wherein the distance (gt) is defined as measured from said point P to the carcass ply main portion along a straight line drawn from the

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point P perpendicularly to the carcass ply main portion, and the point Q is defined as a point at which said straight line intersects the carcass ply main portion, and wherein said adjoining part extends radially inwardly beyond the radially inner end of the second linear portion.

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Claim 5. (Twice Amended) The pneumatic tire according to claim 1, wherein in said adjoining part, the distance (t) between the carcass cords of the turnup portion and the carcass cords in the main portion is in a range of from 0.15 to 7.0 times diameter D of the carcass cords, and

said adjoining part includes a parallel part in which the distance (t) is substantially constant [in said adjoining part].

Claim 6. (Twice Amended) The pneumatic tire according to claim 1, wherein in said adjoining part, the distance (t) between the carcass cords of the turnup portion and the carcass cords in the main portion is in a range of from 0.15 to 7.0 times the diameter D of the carcass cords, and

said adjoining part includes a widening part in which the distance (t) gradually increases towards the radially outer end of the adjoining part.

Please add the following claim:

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Claim 15. (New) A pneumatic tire comprising
a tread portion,
a pair of sidewall portions,
a pair of bead portions each with a bead core therein,
a carcass ply of cords extending between the bead portions
through the tread portion and sidewall portions and turned up
around the bead core in each bead portion from the axially inside
to the outside of the tire to form a pair of turnup portions and a
main portion therebetween,
a radially outwardly tapering rubber bead apex disposed
between each of the turnup portions and the main portion,
each of the turnup portions extending radially outwardly
beyond a radially outer end of the bead apex to form an adjoining
part in which carcass cords in the turnup portion adjoin carcass
cords in the main portion,
in a meridian section of the tire, the sidewall portion and
bead portion on each side of the tire having a profile comprising
a first linear portion and a second linear portion each being
substantially straight,
said first linear portion extending radially outwards from a
point P in substantially parallel to the tire equatorial plane,

said second linear portion extending radially inwards from said point P while inclining axially inwards at an angle of from +15 to +60 degrees with respect to the tire equatorial plane,

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a radially outer end of each of the turnup portions being disposed at a radial distance from a point Q which radial distance is in a range of less than 0.5 times a distance (gt) wherein the distance (gt) is defined as measured from said point P to the carcass ply main portion along a straight line drawn from the point P perpendicularly to the carcass ply main portion, and the point Q is defined as a point at which said straight line intersects the carcass ply main portion, and when the tire is mounted on a standard wheel rim and inflated to a standard pressure, but loaded with no tire load, said first linear portion and said second linear portion are slightly curved concavely.

Attached hereto is a marked-up version of the changes made to the application by this Amendment.